

**SECRET**

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26 June 1956

CMCC Doc. No. 151X5.155

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Dear Dick:

As I mentioned to you during our telephone conversation last week, we are becoming increasingly concerned with the long delays being experienced in securing even preliminary clearance for our technical people. Nearly one-third of our staff has not yet received preliminary clearance which would permit their effective utilization on the project. Accordingly, we find ourselves in the position of attempting to accommodate a volume of work which would require the services of our entire staff, but cannot utilize much more than two-thirds that number because of the unavailability of adequate clearances.

In part, at least, much of our original scheduling was based upon the assumption that preliminary clearance for individuals would normally be forthcoming within a period of 60 days or less following the date of submission of PSQ's for new employees. Throughout the earlier phases of the project, clearances were being received within a shorter time period. More recently, however, delays of three to six months have been more nearly typical, and comparatively large numbers of our personnel have been restricted to activities not conducive toward completion of project work in accordance with original schedules.

We appreciate that the volume of clearance requests received by your organization within recent months has assumed relatively large proportions, and that the problems of processing all incoming PSQ's within a short time period have increased at a higher than proportionate rate. We wonder, however, if some of the delays which we have experienced recently could not be minimized to the resultant advantage of all phases of project effort.

Your letter of 21 June 1956 points out that we have not complied fully with the request of the Commander of [REDACTED] to provide detailed information with respect to the scheduling of tests. This is true, but the reasons for this situation may not be obvious. It is characteristic of the more complex electronic systems that evaluation of the performance of such systems cannot be undertaken realistically until completion of such systems in their final configuration, and it is quite normal to find some number of "bugs" during initial tests on completed systems. On some occasions, debugging can be accomplished in a matter of hours; in other instances, the time required for this

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TO: Dick

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operation is quite unpredictable because of the great variety of detrimental circuit interactions which may exist. Accordingly, it becomes extremely difficult to predict dates on which flight tests can be undertaken without introducing the hazard of altering the indicated dates repeatedly. It is quite possible and a matter of frequent observation that the reasons for malfunctioning of an electronic system may be highly elusive, yet a complete correction to the difficulties may be accomplished in as little as a few days time. In such situations, a system might, during a given week, appear to be far removed from the flight test stage, yet be ready for such tests in a truly operational sense less than two weeks later. It is for reasons such as those just mentioned that we have found it difficult to be more specific in establishing flight test dates for Systems 2 and 3, and I attempted to explain this situation to [REDACTED] during their visit to us in the latter part of May.

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As of last Friday, we informed the Commander of [REDACTED] of our first needs for U-2 flight tests of System 3, and within the next day or two will provide corresponding information with respect to requirements for tests at [REDACTED] on System 2. In keeping with your request, and in view of the fact that developments on both Systems 2 and 3 will be occurring at a greatly accelerated pace during the next few weeks, we shall be happy to submit weekly reports by wire to you and to the Commander of [REDACTED] and to provide at corresponding intervals data to Lockheed Aircraft Corporation with respect to desired scheduling of equipment installation and flight tests on the several systems of immediate interest. These reports will normally be issued on Wednesday of each week to provide us with the best opportunity of securing reasonable visibility of the week's accomplishments while permitting the report for any given week to reach you before the corresponding weekend. The first such report will be issued on 27 June 1956. Copies of any auxiliary communications to the [REDACTED] and to Lockheed will be submitted to Headquarters to increase the volume of current information at your disposal.

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Sincerely,

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Burt

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